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SUBJECT The Ports of Najin and Yujin in Hamgyong-pukto; Vessel Accommodations of North Korean Ports

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This port consists of three piers, ranging from Pier Nos. 1 to 3, and two fishing ports. The three piers are managed by the Najin Branch (FB081765; N42-14, E130-18; 7240 I) under the jurisdiction of the Ch'ongjin Port Office, Maritime Transportation Bureau, Ministry of Transportation. Of the two fishing ports, the Main Fishing Port is managed by the Najin Shipyard, and another, known as the Anjuri Fishing Port, was under the management of the Najin Fishing Station. According as the Najin Shipyard will be expanded [redacted] a sluice will be constructed between the Pier No. 1 and Pier No.2 so as to be used as "Sluice Dock." 50X1-HUM

1. Pier No.1:

Along the walls of the pier, vessels including two 80-ton small-gun boats, two 40-ton mine-sweepers and two 100-ton coastal patrolling boats were always moored, and these vessels were used by the students of the Najin Naval Staff College (located FB064793; N42-16, E130-18; 7240 I) for their training. No civilian vessels were allowed to moor at this pier. 50X1-HUM

2. Pier No.2:

[redacted] there was a sunken Japanese merchant ship (See Attachment) at a point about 100 meters from the wall at the end of the Pier No.2 where the merchant ship was sunk by a deadly strike of a Soviet air borne torpedo at the time when the World War II was about to end. Because of this sunken boat, a vessel more than 1,000-ton class was unable to moor along the wall at the end of this pier.

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During the Japanese occupation, vessels ranging from 2,500-ton to 3,500-ton class were able to moor along the left wall of the pier, and 3,000-ton to 3,500-ton class along the right wall of the pier. However [redacted] the both walls of the pier were unable 50X1-HUM to accommodate vessels more than 2,000-ton class because sediment was deposited 1 to 1.5 meters high, and because no dredging operation was performed in the port during the period from 1945 to November 1959.

3. Pier No.3:

[redacted] this pier was able to accommodate vessels of 5,000- 50X1-HUM ton to 6,000-ton class. Since no dredging operation was carried out [redacted] the sediment was accumulated about 1.5 to 2 meters 50X1-HUM high in comparison with the conditions before August 1945. [redacted] 50X1-HUM [redacted] 50X1-HUM a sunken Japanese merchant ship (See Attachment) was located at a point about 10 meters from the wall at the end of the pier where the merchant ship was sunk by a Soviet air borne torpedo at the time when the World War II was about to end. Because of this, no vessels more than 1,500-ton class were allowed to moor along the wall at the end of the pier. On a day when it is southerly or southeasterly wind, only vessels less than 400-ton class were able to moor along the wall on the right hand of the pier, because there was no breakwater on the sea. In addition, the right side of the pier was not provided with facilities for cargo storage.

4. Space Between Pier Nos. 1 and 2:

Vessels less than 1,500-ton class were able to moor along the walls between the Pier Nos. 1 and 2.

5. Space Between Pier Nos. 2 and 3:

Vessels of 1,500-ton class were able to moor along the walls of the Pier Nos. 2 and 3.

6. Main Fishing Port: (FB067761; N42-14, E130-18; 7240 I)

The residents and fishermen in this area called this port as "shipyard quay." This quay was soly occupied by the Najin Shipyard, and all the vessels going in and out this quay were of less than 400-ton class.

7. Anjuri Fishing Port: (FB082761; N42-14, E130-18; 7240 I)

The residents and fishermen in this area called this quay as "Anjuri Fishing Station's quay." It was soly used by the Najin Fishing Station, and all the vessels going in and out this quay were of less than 100-ton ~~xxx~~ class (See Attachment).

8. Types of Vessels coming and leaving to and from Najin Port:

The vessels going in and out the Najin Port consisted of cargo-ships, passenger-boats, tugboats, fishing boats and naval vessels of the people's armed forces.

a. Cargo vessels:

..... The cargo ships designated as "Sinhung-ho" made periodical visits to the Pier No.2 once or twice a month respectively. Generally, such a cargo ship stayed in the port for about four days during which period it was loaded with cargoes. The following were the detailed information on the cargo ships going in and out the Port:

1) 150-ton Cargo ship: (See Attachment)

Cargo ships of this type were modelled with a Soviet cargo ship, and were constructed at the Ch'ongjin Shipyard. The vessels registered at the Ch'ongjin Port Office were designated with "103." [redacted] 50X1-HUM

[redacted] ll vessels of this type were operated along the eastern coast; of which 4 belonged to the Wonsan Port, 4 to the Hungnam Port and the remaining 3 to the Ch'ongjin Port. It was a wooden structure, measuring about 35 meters long, 8 meters wide, 4 meters high at the bow, 3.7 meters high at the stern. It contained 8 partitions such as a hatch in the bow, cargo storage, engine room, a hatch in the stern, crew room, galley, and skipper's room, radio operator's room on the deck. It was equipped with a 2-cylinder hot-bulb engine (100 h.p.) that was manufactured at the Pukchung Machine Factory, and its speed was 6 to 6.5 miles per hour. It was manned by 13 crew members - a skipper, assistant skipper, a

chief engineer, 5 deckhands, two cooks, an assistant engineer and one radio operator. The loading capacity was 200 tons. The cargoes shipped to the Najin Port by these vessels included lumbers, bricks, tiles, slates, square lumbers and steel bars to be used by the Najin Shipyard, and the cargoes shipped out from the Najin Port included coal mined at the Aoji and Hamyon Coal Mines. The vessel of this type was supplied with heavy oil, light oil and lubricating oil, and it required 40 kilograms of heavy oil, 6 kilograms of light oil and 4 kilograms of lubricating oil per hour.

2) 300-ton cargo ship:

The vessels of this type were modelled with a Soviet merchant ship. The vessels were designated as "504" commenced 50X1-HUM their operations 7 vessels of this type were operated along the eastern coast. Of the vessels, 4 belonged to the Hungnam Port Office, and the remaining 3 to the Ch'ongjin Port Office. It was a steel structure, measuring about 45 meters long, 10 meters wide, 4.5 meters high at the bow, and 4.7 meters high at the stern. It contained such partitions as a hatch, two cargo storages, an engine room, crew cabin, a galley and skipper's room and chart & operation room on the deck in the stern. The vessel was equipped with a 3-cylinder hot-bulb engine, powered with 200 h.p., with the speed of 6 to 6.5 miles per hour. The engine was manufactured by the Pukchung Machine Factory. Besides the engine, there was a petroleum engine powered with 15 h.p. which was operated to supply electricity to a 5 kw motor manufactured by the Taean Electric Factory, and a 15 kilograms-per-square-centimeter compressor manufactured by the Kiyang Farm Machine Factory. The vessel was manned by a crew of 15 persons: one skipper, one assistant skipper, one chief engineer, one assistant chief engineer, two assistant engineers, a stand-by engineer, 7 deckhands and one cook.. The vessels of this type visited the Najin Port only when it was required to have medium or major repair at the Najin Shipyard.

3) 100-ton cargo ship:

The vessels of this type were constructed by the Ch'ongjin Shipyard. [redacted] 11 vessels were operated along 50X1-HUM the eastern coast; of which, 4 belonged to the Wonsan Port Office, 4 to the Hungnam Port Office, and the rest to the Ch'ongjin Port Office. The vessel of this type measured about 28 meters long, 7 meters wide, 3.3 meters high at the bow, and 3.5 meters high at the stern. Its loading capacity was 145 tons. It contained 6 partitions such as a hatch, cargo storage, engine room, galley, crew's cabin, and a skipper's room on the deck in the stern. The vessel was equipped with 50X1-HUM a 2-cylinder hot-bulb engine [redacted] powered with 90 h.p., and its speed was 6.5 miles per hour. The vessels of this type respectively made periodical visits to the Najin Port once or twice a month (generally, both in early and late parts of a month). The cargoes carried by the vessels to the Najin Port were bricks, cement, tiles which were required by the Najin Shipyard, and the cargoes shipped out from the Najin Port by these vessels were such goods as dried sea weed, dried cuttle-fish, horse mackerrel, dried crab-flesh, dried sea cucumber, dried holothurian and other fish. All the outgoing shipment was done at the Anjuri Fishing Port, but not at the Pier No.2.

4) 200-ton cargo ship:

It was a wooden structure, measuring about 30 meters long, 8 meters wide, 4 meters high at the bow, 4.3 meters high at the stern,and its loading capacity was 250 tons. As of April 1960, 11 vessels were operated along the eastern coast; of which 4 vessels belonged to the Wonsan Port Office, 4 vessels to the Hungnam Port Office, and 3 vessels to the Ch'ongjin Port Office. Each vessel of this type contained 8 partitions such as a hatch, cargo storage in the bow, engine room, a hatch, crew's cabin, galley, a hatch, and a skipper's room on the deck. The vessels of this type were designated as "560," and each vessel

was manned by 12 persons - such as a skipper, an assistant skipper, a chief engineer, an assistant engineer, two stand-by engineers and 5 deckhands. It was equipped with a second hand 3-cylinder hot-bulb engine [redacted] powered with 105 h.p., and its speed was 6 to 6.5 miles per hours. The vessels of this type made occasional visits to the Najin Port upon request of the Najin Shipyard for shipment of construction materials required by the shipyard. 50X1-HUM

b. Passenger boat:

Most passenger boats visiting the Najin Port moored at the Pier No.2. (For further details, see the report on the Passenger Boats Operated along the eastern coast in NK.)

c. Tugboat:

The vessels of this type designated "T'ongun-ho" were moored at at the Pier No.2. [redacted] there were 11 tugboats, whi 50X1-HUM were operated along the eastern coast; of which, 4 belonged to the Hungnam Port Office, 3 to the Wonsan Port Office, and the remaining 3 to the Ch'ongjin Port Office. All the vessels visiting the Najin Port belonged to the Ch'ongjin Port Office. The vessel of this type was 100-ton class. When leaving the Ch'ongjin Port, the tugboat towed two boats (50-ton class each), and its destination was Sosura in Kyonghung-gun, Hamgyong-pukto. On its return trip, the towed boats were loaded with fish, luggages and cargoes. Following the departure from the Ch'ongjin Port, the tugboat visited such various ports before its arrival at the Sosura as Tong-sosura, Yonch'on, Pugo, Sajin, Ijin, Pangjin, Taech'o-do, Najin, Unggi and Ungsan. However, on its return trip, the tugboat visited only the Najin Port for a night stop.

d. Fishing boats:

All the fishing boats coming to the Najin Port moored at the Anjuri Port, and they all belonged to the Najin Fishing Station. [redacted]

[redacted] 50X1-HUM

e. Naval vessels:

All the naval vessels of the NK people's armed forces used the Pier No.2 and the Main Fishing Port. All the naval vessels visiting the Najin Port were to have repair at the Najin Shipyard.

Explanation on Najin Port Sketch: (See Attachment)

1. High tension cable:

The high tension cable with transmission capacity of 3,300 volts was constructed jointly by the Engineering and Power Department, the Najin Shipyard and the Najin Electricity Transmission and Distribution Department [redacted] 50X1-HUM

Before the outbreak of the Korean War, the high tension cable was laid underground. The high tension cable was presently laid along the towers about 7 meters high from the surface of the ground.

The electricity transmitted through this high tension cable was used to break up the sunken vessels within the Najin Port, as well as to operate such machines as cranes established in the port and quarrying machines.

2. Flood-light steel towers to illuminate vessels:

There were three flood-light steel towers, each of which was placed at each pier. [redacted] 50X1-HUM

These flood-light steel towers were constructed during the Japanese occupation, and during the Korean War a part of them were damaged by the bombardment of the UN air force. Following the Armistice, they were rehabilitated by the Najin Power Transmission and Distribution Department. The three flood-light steel towers were same in their structutes; each was constructed with 3-inch steel angle bars in square type. Each flood-light steel tower was about 2.5 meters wide, 30 meters high, and at the top of the tower there was a flood-light that was about 40 centimeters in diameter. Each flood-light was assembled with 500-W bulb, and it illuminated the area at the angle of 45 degree.

3, Communication post:

This building was constructed in a two-story cylindrical concrete structure. It was about 4 to 5 meters in semidiameter and 7 meters in height, and the wall of the building was about 25 centimeters thick. At the frontal center of the ground floor, there was a glass door which measured about 50 centimeters long and 1.5 meters wide, and the ground floor was used as the radio operator's room and inspector's room. At the frontal center of the second floor, there was a glass door that measured about 50 centimeters long, 2.5 meters wide. The second floor was used as surveillance room, signal flag hoisting room, and light adjusting room. At the center of the roof of the building, there was a triangular tower measuring about 15 meters high and 1.5 meters wide. The left side and right side of the tower top were deviced to have signal flags hoisted, and a Soviet-made beacon was installed at the top of the tower. The diameter of the beacon lens was 300 millimeters, and the light of the beacon reached about 4 miles out in the sea.

4. Building:

It was a single-story cement structure, measuring 30 meters long, 10 meters wide and 6 meters high, with a tile roof. This building was constructed by the Construction Department of the Najin Shipyard [redacted] 50X1-HUM [redacted] The newly constructed building [redacted] was used as a 50X1-HUM warehouse. This warehouse kept such tools and equipment as winches, hooks, electric welders, oxyacetylene welder, wire, oxygen containers, transformers, motors, pumps, steel pipes, rubber horses and steel plates.

5. Crane track:

The track of the crane was laid by the Construction Department, Najin Shipyard [redacted] 50X1-HUM As shown in the sketch, this track was a single line, measuring about 450 meters long about 2 meters wide. Two cranes which were manufactured by the Najin Shipyard were operated along the track.

6. Warehouse:

It was a single-story cement structure measuring about 30 meters long, 9 meters wide and 6 meters high, with a tile roof. It was constructed [redacted] by the Najin Shipyard. 50X1-HUM [redacted] it was used by the Najin Shipyard as a warehouse containing cement, angle lumber and boards.

7. Building:

It was constructed by the Najin Shipyard [redacted] 50X1-HUM [redacted] It measured about 25 meters long, 10 meters wide and 50X1-HUM 6 meters high, with a white slate roof. Inside the building there were two quarrying machines and one concrete mixer.

8. Hollow: 50X1-HUM

This place was bombed during the Korean War by UN air force, and as a result it was depressed. [redacted] the hollow measuring about 12 meters in diameters and 2 meters in depth was left unchanged.

9. 3-ton Cranes: 50X1-HUM

The Najin Port had 6 cranes which were manufactured by the Najin Shipyard. Each pier in the port was equipped with two cranes. [redacted] [redacted] they were put into operations for loading and unloading 50X1-HUM cargoes to and from vessels. There cranes were operated along rails by electrick power.

10. Waterworks:

In the Najin Port, there were 24 water supply taps ever since the Japanese occupation. Each water supply tap was about 2.5 inches in diameter. Since each tap was laid about 30 centimeters below the surface of the pier, all the vessels were supplied with water through rubber horses or canvas horses. The water was supplied from the reservior 1,500 meters northwest of the Pier No.2.

11. Shore-line posts:

In the Najin Port, there were 49 shore-line posts which were constructed during the Japanese occupation. These shore-line posts were used to moor vessels at the piers, and each one was about 45 centimeters in diameter and 80 centimeters in height.

12. It was a damaged portion by the UN bombardment during the Korean War. [redacted] the portion was not rehabilitated from the damage. 50X1-HUM The damaged portion measured about 30 meters long, 8 meters wide and 1.5 meters high.

13. Warehouse:

The warehouse was a single-story structure measuring about 25 meters long, 8 meters wide and 6 meters high. It was constructed during the Japanese occupation. During the Korean War, a part of the warehouse was damaged, [redacted] the damaged portion remained 50X1-HUM unrepaired.

14. Warehouse:

This warehouse constructed during the Japanese occupation was a single-story structure measuring about 20 meters long, 8 meters wide and 6 meters high, and it was roofed with white slates. A half of the building was damaged during the Korean War by the UN air force, but the damaged portion was left unrepaired [redacted] The 50X1-HUM remaining half was used by the present Wonsan Naval Base which was stationed at the Najin Port [redacted] During the 50X1-HUM time it was used as a warehouse of mine-sweeping equipment.

15. Building:

It was a single-story red brick structure measuring about 25 meters long, 8 meters wide and 5 meters high, with a white slate roof. It was constructed during the Japanese occupation. [redacted] 50X1-HUM the building was used by the present Wonsan Naval Base as a warehouse of various ship's tools and equipment. After the present Wonsan Naval Base moved from the Najin [redacted] the building was not used 50X1-HUM [redacted]

16. Building:

It was a single-story red brick structure measuring about 25 meters long, 8 meters wide and 5 meters high, with a white slate roof. During the time when the present Wonsan Naval Base was stationed in Najin, this building was used as a provisions warehouse.

17. Warehouse:

It was a single-story structure constructed during the Japanese occupation.

During the period from 1954 to October 1956 when the present Wonsan Naval Base was stationed at the Najin Port, this building was used as fuel warehouse. After the present Wonsan Naval Base moved from the Najin Port [redacted] 50X1-HUM

18. Damaged portion:

During the Korean War, this portion was bombed by the UN air force. [redacted] the damaged portion was not repired. The damaged 50X1-HUM portion measured about 30 meters long, 8 meters wide and 1.5 meters deep, and it always retained water about 50 centimeters deep. A barge was able to cross the water. Large-type vessels were unable to moor at the damaged portion only except for 15-ton or 20-ton class vessels.

19. Warehouse:

It was a single-story structure measuring about 20 meters long, 6 meters wide and 5 meters high, with a slate roof. It was constructed during the Japanese occupation [redacted] it was used 50X1-HUM as a ship's tools warehouse by the Training Fleet Unit of the Najin Navy Staff College.

20. Oil Tanks:

There were two oil tanks, which were constructed by the present Wonsan Naval Base [redacted] Of the two tanks, one was a cylindrical 9 mm 50X1-HUM steel-plate tank measuring about 3 meters high and 2 meters in semidiameter, with capacity of 15 tons, and another was a cubical steel structure measuring about 60 centimeters high, 3 meters wide and 5 meters long.

21. Warehouse:

It was constructed during the Japanese occupation. It was constructed with steel-angle bars and roofed with white slates, measuring about 30 meters long, 8 meters wide and 6 meters high. During the Korean War, a part of it was damaged. [redacted] the damaged 50X1-HUM portion remained unrepaired.

22. Standard-gauge track:

[redacted] this track was newly constructed by the 50X1-HUM section members of the Najin Railroad Station that was under the jurisdiction of the Ch'ongjin Railroad Management Bureau.

23. Building:

This building was constructed during the Japanese occupation in 3-story L-type structure with cement walls, measuring about 35 meters long, 10 meters wide and 10 meters high. This building had a flat roof. [redacted] a part of this building was used as the laborers' school of the Najin Shipyard, and the other part was used as the dormitory of the laborers of the Najin Shipyard. [redacted] it was used as the Staff Office of the Najin Coastal Base. 50X1-HUM 50X1-HUM 50X1-HUM

24. Chimney:

This chimney was constructed during the Japanese occupation, measuring about 35 meters high and 3 meters wide. During the Korean War, it was not damaged.

25. Building:

This building was constructed during the Japanese occupation in a single-story red brick structure. It measured about 15 meters long, 8 meters wide and 6 meters high, with a cement tile roof. [redacted] it was equipped with a [redacted] boiler attached with a fan, which was operated for the Najin Shipyard. 50X1-HUM 50X1-HUM

26. Building:

It was a single-story red brick structure measuring about 25 meters long, 8 meters wide and 6 meters high, with a cement tile roof. [redacted] [redacted] it was used as a garage of the Transportation Department of the Najin Shipyard. 50X1-HUM 50X1-HUM

27. Narrow-gauge track:

This narrow-gauge track was constructed in June 1955 by the workers of the Najin Shipyard. It was constructed to carry ~~the~~ quarried stones to the Pier No.3.

28. Oil Tanks:

There were four oil tanks. These oil tanks were constructed during the Japanese occupation. They were constructed in the same structure, and

each one measured about 8 meters in height and 7 meters in diameter. These tanks contained diesel oil, heavy oil and light oil. Constructed with 15-mm steel plates, these oil tanks were located at the intervals of about 35 meters, and each tank was placed upon concrete base. These oil tanks were managed by the Hamgyong-pukto Oil Management Station. All the vessels run by the fishing stations in Hamgyong-pukto and Hamgyong-namdo were supplied with oils from these oil tanks.

29. Road:

This road connected Najin to Ch'ongjin, and it was about 20 meters wide.

30-A. Transformers:

There were three transformers which were manufactured by the Taean Electric Factory in P'yongyang. The 3 transformers consisted of three-phase 30-KW transformer, a single-phase 15-KW transformer, and a single-phase 20-KW transformer. They were established by the Najin Power Transmission & Distribution Department [redacted] 50X1-HUM
The transformers were respectively installed upon pillars, each of which measured about 6 meters high.

30-B. Transformers:

There were four transformers: one three-phase 20-KW transformer, one single-phase 5-KW transformer, one single-phase 30-KW transformer, and one single-phase 15-KW transformer. The transformers manufactured by the Taean Electric Factory were established by the Najin Power Transmission & Distribution Department [redacted] They were 50X1-HUM
installed respectively upon pillars each about 6 meters high.

31-A. Sunken ship:

This was a Japanese merchant ship [redacted] 50X1-HUM
[redacted] sunken by a Soviet air borne torpedo at the time the World War II was about to end. It was a 7,000-ton vessel measuring about 100 meters long and 30 meters wide. It was a steel ship, and equipped with one 105-mm gun at the back of the rudder-control room in the stern and one 80-mm gun in front of the derrick in the bow. The sunken ship was situated with its bow faced towards the offing and its stern faced to the Pier

No.3. It was hit by two torpedoes; one destroyed it with a hole of about ~~two~~ 3 meters in diameter on the port side of the rear part of the engine-room, another destroyed it with a hole of about 2 meters in diameter on the starboard side in the bow. The sunken ship was located at a point about 5 meters away from the wall of the Pier No.3. The scrapping operation was undertaken by the workers of the Steel & Pig Iron Workshop of the Najin Shipyard [redacted] 50X1-HUM [redacted] about 30 percent of the vessel was broken up by means 50X1-HUM of oxyacetylene cutters and electric welder. All the scrap iron was shipped to the Ch'ongjin Steel Mill and [redacted] Kimch'aek Iron Works.

31-B. Sunken ship (1,500-ton class):

It was a Japanese merchant ship which was sunken during the time the World War II was about to end. [redacted]. It was a steel ship measuring about 90 meters long and 20 meters wide. The vessel was leaned to the starboard side with its bow to the Pier No.3, and the port side of the vessel was exposed about 3 meters above the water. It was located at a point about 50 meters away from the Pier No.3. [redacted] 50X1-HUM [redacted]

31-C. Sunken ship (1,000-ton class):

It was a Japanese merchant ship which was sunken by a Soviet air borne torpedo during the time when the World War II was about to end. It was sunken with its bow toward the offing, and only the derricks of the vessel were exposed above the water. It was located about 150 or 200 meters away from the Pier No.3. [redacted] 50X1-HUM [redacted]

31-D. Sunken ship (1,000-ton):

This vessel, a Japanese merchant ship, was sunken at the end of the World War II by a Soviet air borne torpedo. It was sunken with its bow toward the Pier No.3. It was located at a point about 200 meters away from the Pier No.2. Since it was completely sunken, the body of the vessel ~~was~~ lay about one meter below the water surface. Accordingly, all the vessels except barges ~~xxx~~ were unable to sail within 100 meters from the ship. [redacted] 50X1-HUM

[redacted]

31-E. Sunken ship (1,000-ton class): 50X1-HUM

It was a Japanese merchant ship which was sunken by a Soviet air borne torpedo at the end of the World War II. The vessel was located at a point about 300 meters away from the end of the Pier No.1, with its bow facing the Pier No.1. The hull was exposed about one meter above the water. [redacted] 50X1-HUM

[redacted]

31-F. Sunken ship (2,000-ton class):

The ship [redacted] 50X1-HUM

[redacted] was sunken by a Soviet air borne torpedo at the end of the World War II. It measured about 90 meters long and 25 meters wide. The vessel was armed with one 105-mm gun and two machine-guns at the back of the rudder-control room. It was located at a point about 200 meters from the Pier No.1, and its hull was exposed about 8 meters above the water. It was destroyed at the starboard side of the ship with a hole of about 2.5 meters in diameter. The operation of breaking up the ship was undertaken [redacted] by the workers 50X1-HUM of the Najin Shipyard.

31-G. Sunken ship (1,500-ton class):

It was a Japanese merchant ship [redacted] sunken by a Soviet 50X1-HUM air borne torpedo at the end of the World War II. It measured about 80 meters long and 20 meters wide. The bow of the sunken vessel faced the offing with its hull exposed about three meters above the water. It was located at a point about 250 meters from the Pier No.1 and about 40 meters from the sunken vessel shown with "31-F."

[redacted] the operation of breaking up the ship was undertaken 50X1-HUM by the workers of the Steel & Pig Iron Workshop of the Najin Shipyard.

31-H. Sunken ship (1,500-ton class):

It was a Japanese merchant ship [redacted] 50X1-HUM

[redacted] sunken by a Soviet air borne torpedo at the end of the 50X1-HUM World War II. It measured about 80 meters long and 20 meters wide. The bow of the ship faced the offing, and the upper part of the

ship was exposed about three meters above the water. It was located at a point about 280 meters from the Pier No.1 and about 40 meters from the sunken ship shown with "31-G." The operation of breaking up the ship was started by the workers of the Steel & Pig Iron Workshop of the Najin Shipyard [redacted] 50X1-HUM

31-I. Sunken ship (3,000-ton class):

It was sunken by a Soviet air borne torpedo at the end of the World War II. The upper part of the vessel lay about two meters below the sea level. It was located at a point about 2.5 miles southwest of the Pier No.3 and about 1.5 miles west of Ch'odo-ri in Taech'o-do. All the vessels were prohibited to sail within 150 meters from the sunken vessel. [redacted] a buoy and floating marks were established by the present Wonsan Naval Base around the sunken ship according to the regulations of international navigation. 50X1-HUM Since the buoy was placed in the west, all the vessels visiting the Najin Port sailed the sea with the buoy on the west. The buoy was painted ~~wi~~ in green, and during the night, it was lighted in green. The buoy was furnished with acetylene through which it was lighted during night.

31-J. Sunken ship (2,000-ton class):

It was a Japanese merchant ship which was sunken by a Soviet air borne torpedo at the end of the World War. It was located at a point about 2.7 miles southwest of the Pier No.3. The upper part of the vessel lay about 1.5 meters below the sea level. All the vessels navigating near the sunken ship were prohibited to sail within 100 meters from the sunken ship. The floating marks to indicate the sunken ship was provided in the same conditions as mentioned in "31-I."

32. Building:

It was a single-story structure with brick walls and a cement tile roof, measuring about 15 meters long, 6 meters wide and 5 meters high. [redacted] it was constructed by the present Wonsan Naval Base which then planned to use it as the guard post of the Pier No.3. [redacted] this building was used by the members of the security guard company of the Najin Navy Staff College. 50X1-HUM 50X1-HUM

33. Landmark in Najin Port:

The landmark was newly established [redacted] by the present Wonsan Naval Base that was then stationed in Ch'angp'yong-dong, Najin-si. 50X1-HUM
The landmark was located at FB082768; N42-14, E130-19; Sheet No.7240 I.
The landmark was provided on four pillars on which boards were horizontally fixed side by side at the intervals of 10 centimeters, and a beacon (Soviet-make) was installed at the top of the pillars. Generally, the beacon was lighted by electricity, however, it was occasionally lighted by acetylene gas. During night, it sent a white beam toward the sea about 9 miles away. The landmark measured about 12 meters high and 4 meters wide. The center of the landmark was painted in black, and the both ends of the horizontal boards were painted in white.
The air-line distance between the central buoy (35) in the Najin Port and this landmark was 100 meters. When the central buoy (35), this landmark (front landmark) and the rear landmark (34) are observed straightly, the straight line implies the center of the Najin Port.

34. Rear landmark:

It was located at FB091777; N42-15, E130-20; Sheet No.7240 I. The structure of the rear landmark was all the same as that mentioned in (33).

35. Central buoy: (See Attachment)

It was a Soviet-made acoustic buoy. It was established [redacted] 50X1-HUM
[redacted] when the hydro-graphical area of the present Wonsan Naval Base was stationed in the Najin Port. 50X1-HUM
The buoy measured about 3.8 meters long, and the part above the water was about 2.5 meters long.
The acoustic buoy was located [redacted] at a point about 6.5 miles from the Pier No.3, and the air-line distance between the acoustic buoy and the front landmark in the Najin Port was about 7.7 miles. The location of the acoustic buoy was confirmed during daytime by either sound or Arabic figure "1" and red and white colors painted on the body of the buoy. The Arabic figure "1" that was shown on all sides just below the acoustic instrument was seen from a point about 1.5 miles away from the buoy.
During night, it produced beam from the beacon fixed at the top of the buoy. It produced incandescent beam at short intervals.

The beam produced by the buoy was visible from a point about 4 miles away. The sound produced by the buoy twice every minute was audible at a point about 2 or 3 miles away from the buoy. The buoy produced sound only when a thick fog came on, so as to let all the navigating vessels know the location of the buoy.

36. Breakwater:

It was constructed during the Japanese occupation. It measured about 350 meters long and 3 meters wide, and the height of the breakwater above the water was about one meter. It was located at a point about 500 meters from the Najin Shipyard quay.

37. Breakwater:

It was constructed during the Japanese occupation, and it measured about 200 meters long and 3 meters wide. The height of the breakwater above the water surface was about one meter. It was located at a point about 50 meters from the Najin Shipyard quay.

Anjuri Fishing Port (See Attachment): FB08276; N42-14, E130-18; Sheet No.7240 I

1. Mooring Buoy:

There were three mooring buoys which were produced by the Najin Shipyard. these mooring buoys were newly established by the Fishing 50X1-HUM Department of the Najin Fishing Station. They were placed at the intervals of 50 or 60 meters. Each one of them was made of iron, and it measured about 2 meters in length and 1.5 meters in diameter. The part of the buoy below the water surface measured about 1.3 meters.

2. Breakwater:

It was constructed during the Japanese occupation. It measured about 300 meters long and 2.5 meters wide, and the height of the breakwater above the water surface was about one meter. The distance between the breakwater and the Anjuri Fishing Port was about 200 meters.

3. Beacon at breakwater:

The beacon was established by the Najin Fishing Station 50X1-HUM It was a Soviet-made beacon producing red beam, which reached upto a point about 1,000 to 1,500 meters away.

4. Submarine cable:

The submarine cable was established [redacted] by the Najin Power Transmission and Distribution Department. The cable was laid between the breakwater and the fishing port, and the length of the cable was about 400 meters. 50X1-HUM

5. Shore-line posts:

The shore-line posts were established during the Japanese occupation. They were the cylindrical concrete posts, each of which measured about 40 centimeters in diameter and 60 centimeters in height. There were 30 shore-line posts which were placed at the intervals of about 20 meters.

6. Cranes:

There were three cranes in this port. They were established by the Najin Shipyard [redacted] The capacity of a crane was one ton. 50X1-HUM These cranes were operated for unloading fish from fishing boats.

7. Conveyors:

There were three conveyors which were established by the Najin Fishing Station [redacted] They [illegible] connected [illegible] the fishing port to the salting tanks. These conveyors were placed at the intervals of 60 meters. 50X1-HUM

8. Water-supply taps:

There were four water-supply taps which were repaired by the Najin Fishing Station [redacted] following the Armistice. The diameter of each tap was 25 milimeters, and the height of the water-supply tap was about one meter above the ground. 50X1-HUM

9. Underground cable:

[redacted] the underground cable was newly established by the Najin Power Transmission & Distribution Department located in Chungang-ri, Najin-gun, Hamgyong-pukto. The cable was laid about 70 centimeters underground. It connected the quay to the underground power distribution station (11). The length of the cable was about 30 meters. 50X1-HUM

10. Barbed wire:

The barbed wire that was established by the Najin Fishing Station [redacted] was extended from the quay to the roadside in front of the quay. 50X1-HUM 50X1-HUM

11. Underground Power Distribution Station:

It was a square concrete building measuring about 2.5 meters long on each side and 2.5 meters high. Two third of the building was below the ground, and one third of it above the ground. The power distribution station was equipped with such machines as one Soviet-made electric heater, one electric resistance and one power distribution board. Of which, the power distribution board was manufactured by the Taean Electric Factory in P'yongyang.

12. Quay:

The height of the quay above the water was about 1.2 meters, and the brim of the quay was sloped at about 5 degrees.

13. Narrow-gauge track:

It was constructed by the Najin Fishing Station and it connected the quay with the salting tank of the Najin Fishing Station.

50X1-HUM

Explanation on Sketch of Central Buoy in Najin Port: (See Attachment)

1. Ventilation hole
2. Glass
3. Lens
4. Bulb
5. Instrument for occulting light
6. Pressure regulator
7. Acetylene gas filler
8. Acoustic instrument; it produced sound by water pressure.
9. Arabic figure; it was to indicate the center of the Najin Port.
10. This part was painted in white.
11. Iron pipe; This pipe connected the acetylene container to the lamp.
12. Acetylene container; once it was filled with acetylene gas, the light could be functioned for about one month.
13. This part (about 70 centimeter long) was painted in red.
14. This part (about 50 centimeters long) was painted in white.
15. Wooden buffer for protection against shock (about 30 centimeters wide)

16. Iron pipe; outside the pipe was painted with illuminating paint and rust-proof paint.
17. Chain (15m/m)
18. Balance axis
19. Water intake
20. Water pressure pipe
21. Acetylene container (reserve)
22. Pyramid-type angle
23. This part was painted in white.
24. Sun-beam valve

Explanation on mooring buoy in Anjuri Fishing Port: (See Attachment)

1. Rubber backing
2. Lid
3. Butterfly nut
4. Cleansing holes
5. Mooring rings
6. Buffer
7. Chain (25 m/m)
8. Balance axis
9. Balance axis stationary ring
10. Turning jointer
11. Anchor chain
12. The color of this part was iron clor.
13. The outside of this portion was painted in white.

Explanation on sketch of 150-ton cargo ship (designated as Sinhung-ho): (See Attachment)

1. Light in the stern
2. Port side light
3. Radio operator's room
4. Rudder control-room
5. Crew cabin
6. Galley
7. Buffer
8. Engine room
9. Storage in the stern

10. Cargo storage
11. Storage in the bow
12. Motor (15 h.p.)
13. Engine room
14. Post in the bow
15. Light
16. Signal flag (blue)
17. Flag (to indicate vessel's operation)
18. Antenna
19. Outlet of sea water

Yujin Port:

1. Location & Area: This port is located in Bangjin-ni, Najin-gun, Hamgyong-pukto. (EB992693; N42-10, E130-12; Sheet No.7240 IV)

During the Japanese occupation, the Japanese naval force stationed in Najin constructed this port to be used as submarine base. [redacted] 50X1-HUM

[redacted] this port was used by the enli 50X1-HUM
men's training school of the NK Navy (938th Unit) and [redacted] 50X1-HUM
following the Armistice [redacted] it was used as a training 50X1-HUM
center of the enlisted men within the Najin Naval Officers' School.

[redacted] this port was under the control of the NK Navy, 50X1-HUM
and all the civilian vessels were prohibited to come in.

2. Explanation on sketch of Yujin Port: (See Attachment)

1) Steel-frame tower:

It was constructed with steel angle bars during the Japanese occupation, and the height of the tower was about 20 meters. A 3-inch steel pipe was fixed at the top of the tower, and an antenna was equipped on the steel pipe.

2) Beacon:

This beacon was established by the present Wonsan Naval Base during the time when the naval base was stationed in the Najin Port. The purpose of establishing the beacon was to indicate the location of a rock near the seashore to all the vessels coming to the Najin Port. The beacon produced green light reaching about one mile off.

3) Building:

It appeared to be a kind of bunker; a single-story concrete structure, about 15 meters long, 5 meters wide and 4.5 meters high, with a flat roof. It was constructed during the Japanese occupation. [redacted] it was used as a guard post of 50X1-HUM the training center of the enlisted men's technical training school within the Najin Naval Officers' School. A radio antenna was installed upon the roof of the building.

4) Fence:

It was a reinforced concrete fence (about 20 centimeters thick) that was constructed during the Japanese occupation by the Japanese Navy. They constructed the fence to prevent passers-by from peeping in and from detecting the conditions with relation to storage types, and number of vessels within the port. The fence was built from the east end of the port to the northeast end. On the rear side of the fence, there was a highway connecting Ch'ongjin to Najin. The road was bordered with pine-trees.

5) Low-tension cable and pillars:

During the Korean War, the low-tension cable network was completely damaged. Following the Armistice, it was reconstructed. The height of the cable was about 5 meters.

6) Building:

It was a two-story cement structure measuring about 30 meters long, 12 meters wide and 7 meters high, and roofed with cement tiles. During the Korean War, a half of the building was destroyed by UN bombardment. Following the Armistice, it was rehabilitated. [redacted] it was used as barracks and offices of the 50X1-HUM Training center of the enlisted men's technical training school within the Najin Naval Officers' School.

7) Quay:

The quay was constructed with reinforced concrete by Japanese Navy during the Japanese occupation. The height of the wall of the quay above the water was about 1.5 meters, and 200-ton class vessels were able to moor alongside the quay.

8) Building:

This building was damaged during the Korean War, and following the Armistice, it was reconstructed. It was constructed during the Japanese occupation. It was a single-story reinforced concrete structure measuring about 30 meters long, 8 meters wide and 5 meters high, and roofed with slates. [redacted] it was used as a warehouse of ship's implements of the training center of the enlisted men's technical training school within the Najin Naval Officers' School. 50X1-HUM

9) Building:

It was constructed during the Japanese occupation. In the war years, it was destroyed about 30 percent of the entire building, Following the Armistice, it was completely reconstructed. It was a single-story reinforced concrete structure measuring about 25 meters long, 6 meters wide and 4 meters high, and roofed with slates. [redacted] 50X1-HUM
[redacted] the building was used as a dining hall of the Yuj[redacted] 50X1-HUM
Training center of the enlisted men's technical training school within the Najin Naval Officers' School.

10) Front gate:

The front gate measured about 7 meters wide and 6 meters high. The upper part of the gate was built with iron bars in arch-type, and at the center of the arch structure there was a NK Navy mark (anchor) that was made with steel plates. A pentagonal red star was fixed at the center of the NK Navy mark.

11) Building:

It was constructed during the Japanese occupation. During the Korean War, a part of it was destroyed, and following the Armistice, it was reconstructed. It was a single-story structure measuring about 20 meters long, 5 meters wide and 4 meters high, and had a cement tile roof. [redacted] it was used as a guard office by the Yujin training center of the enlisted men's technical training school within the Najin Naval Officers' School. 50X1-HUM

12) Building:

It was a single-story brick structure that was newly constructed following the Armistice. [redacted] the building was us[redacted] 50X1-HUM as a lecture-room by the Yujin training center of the naval enlisted men's training school located within the Najin Naval Officers' School. It measured about 25 meters long, 6 meters wide and 4 meters high, and had a cement tile roof.

13) Building:

This building, a single-story brick structure, was newly constructed following the Armistice. It measured about 25 meters long, 6 meters wide and 4 meters high, and had a cement tile roof. [redacted] 50X1-HUM [redacted] it was used as a lecture-room by the Yujin training center of 50X1-HUM the naval enlisted men's training school located within the Najin Naval Officers' School.

14) Beacon:

Following the Armistice, the beacon was newly constructed by the present Wonsan Naval Base which was then stationed in the Najin Port. The purpose of establishing the beacon was to indicate the location of a rock near the seashore (as shown in the sketch) to all the vessels coming to the Yujin Port. An assembly of a Soviet-made beacon was installed on a tower that measured about 6 meters high. The beacon radiated red beam reaching about 1.5 miles off.

15) Central landmark:

The central landmark was newly constructed by the present Wonsan Naval Base during the time when the naval base was stationed in the Najin Port. The landmark played a role for indicating the sailing course to all the vessels coming to the Yujin Port. Four square lumbers were erected on the ground, and on the lumbers one-inch boards were horizontally fixed at the intervals of 5 centimeters. The landmark measured about 7 meters high and 4 meters wide, and it was painted with black paint in the middle of the landmark boards, and the both ends of the boards were painted in white (each side was about 1.5 meters wide.).

16) Guard posts:

There were two guard posts. The two guard posts were constructed in the same structure with board-walls and board roof. Each one of them measured about 2 meters long and 2 meters wide.

17) Mooring buoys:

There were four mooring buoys, and they were placed at the intervals of about 30 meters. The distance between the mooring buoys and the shore-line was about 150 meters. Each one was cylindrical and made with steel plates; it measured about 2.2 meters in diameter and 3 meters in height, and the height of the buoy above the water was about 1.5 meters. These buoys were manufactured by the present 50X1-HUM Wonsan Naval Base ShipRepair Station [redacted] and they were established during the time when the hydro-graphic area was stationed in the Najin Port.

18) Central landmark:

The landmark was newly established during the time when the present Wonsan Naval Base was stationed in the Najin Port. The landmark played a role for indicating the sailing course to all the vessels coming to the Yujin Port. The landmark was attached on four square lumbers by using one-inch boards which were fixed on the square lumber-pillars horizontally at the intervals of 5 inches. The landmark measured about 6 meters high and 4 meters wide, and a one-meter wide black sign run in the middle of the landmark from top to bottom, and the both ends of the landmark were painted in white , each with 1.5-meter width.

19) Raod:

A 5-meter wide road connecting Ch'ongjin to Najin.

20) Pedestrian bridge:

It was a wooden bridge that was constructed during the Japanese occupation. It measured about 5 meters wide and 4 meters high.

21) Yujin Port central buoy:

It was a Soviet-made buoy that was established [redacted] when 50X1-HUM the present Wonsan Naval Base was stationed in the Najin Port. The distance between the Buoy and the shore-line was about 1,500 meters. This buoy was all the same as that mentioned in the Najin Port.

22) Lighthouse without lighthouse keeper

Other Ports:

1. Changjon Port:

Vessels of 300-ton class were able to go in and out the port. However, only the vessels less than 200-ton class were allowed to be moored at the quay.

2. Kojo Port:

200-ton vessels were able to go in and out this port, however, only 100-ton vessels were allowed to be moored at the quay in the port. At times coastal guard vessels were in the port. This port was visited by such coastal guard vessels only when they had engine roubles, or when they were unable to navigate the sea because of stormy seas. These vessels were generally assigned to guard the coastal area upto Kosong.

3. Wonsan Port:

This port was able to accommodate 15,000-ton class vessels. However, only 2,000-ton class vessels were allowed to be moored at the quay in the port.

4. Soho Port:

Vessels less than 300-ton class were able to go in and out the Soho Port. However, only 200-ton class vessels were allowed to be moored at the quay in the port. At times, coastal guard vessels visited this port only when they were in machine trouble or when it was story seas.

5. Hungnam Port:

Vessels of 12,000-ton class were able to go in and out this port. But, the quays in the port had their capacity to accommodate vessels not more than 5,000-ton class. Most vessels at anchor in the port consisted of battle-ships, coastal guard vessels and mine-sweepers.

6. Sinp'o Port:

Vessels less than 1,500-ton class were able to go in and out this port. However, only vessels less than 300-ton class were moored at the landing stage in the port.

7. Ch'aho Port:

Vessels less than 10,000-ton class were able to go in and out the port. However, only the vessels less than 300-ton class were allowed to be moored at the landing stage in the port. At times, coastal guard vessels were in the port only when on their special watching duties.

8. Tanch'on Port:

Vessels less than 200-ton class were able to go in and out the port. However, it was unable to accommodate vessels more than 150-ton class at the quay in the port. At times, coastal guard vessels visited this port only when they were in engine trouble or when it was stormy seas.

9. Kimch'aek Port:

Vessels less than 5,000-ton class were able to go in and out the port, and they were allowed to be moored at the quays in the port.

10. Kalma Port:

Vessels less than 3,000-ton were able to go in and out this port.

11. Odaejin Port:

Vessels less than 300-ton class were able to go in and out this port. However, only vessels less than 200-ton class were allowed to be moored at the landing stage in the port.

12. Ch'ongjin Main Port:

Vessels of 15,000-ton class were able to go in and out this port, but only vessels less than 5,000-ton class were allowed to be moored at the quay in the port.

13. Ch'ongjin Fishing Port:

300-ton class vessels were able to go in and out this port and to be moored at the quay in the port.

14. Kimch'aek Iron Work Port:

Vessels of 5,000-ton class were able to go in and out this port, and they were allowed to be moored at the quay in the port.

15. Najin Port:

See the information on the Najin Port.

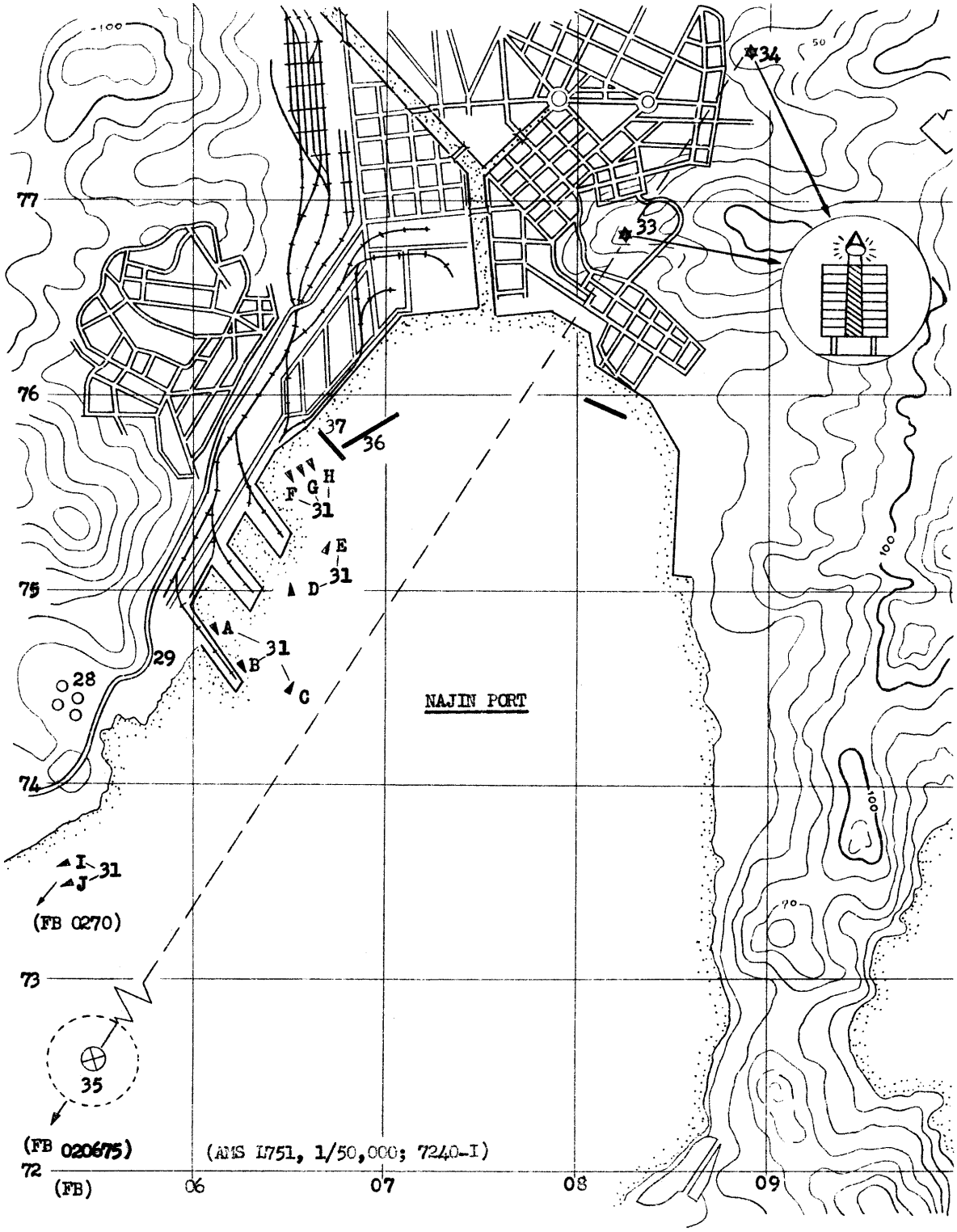
16. Unggi Port:

Vessels of 10,000-ton class were able to go in and out this port, but only vessels less than 4,000-ton class were allowed to be moored at at the quay in the port.

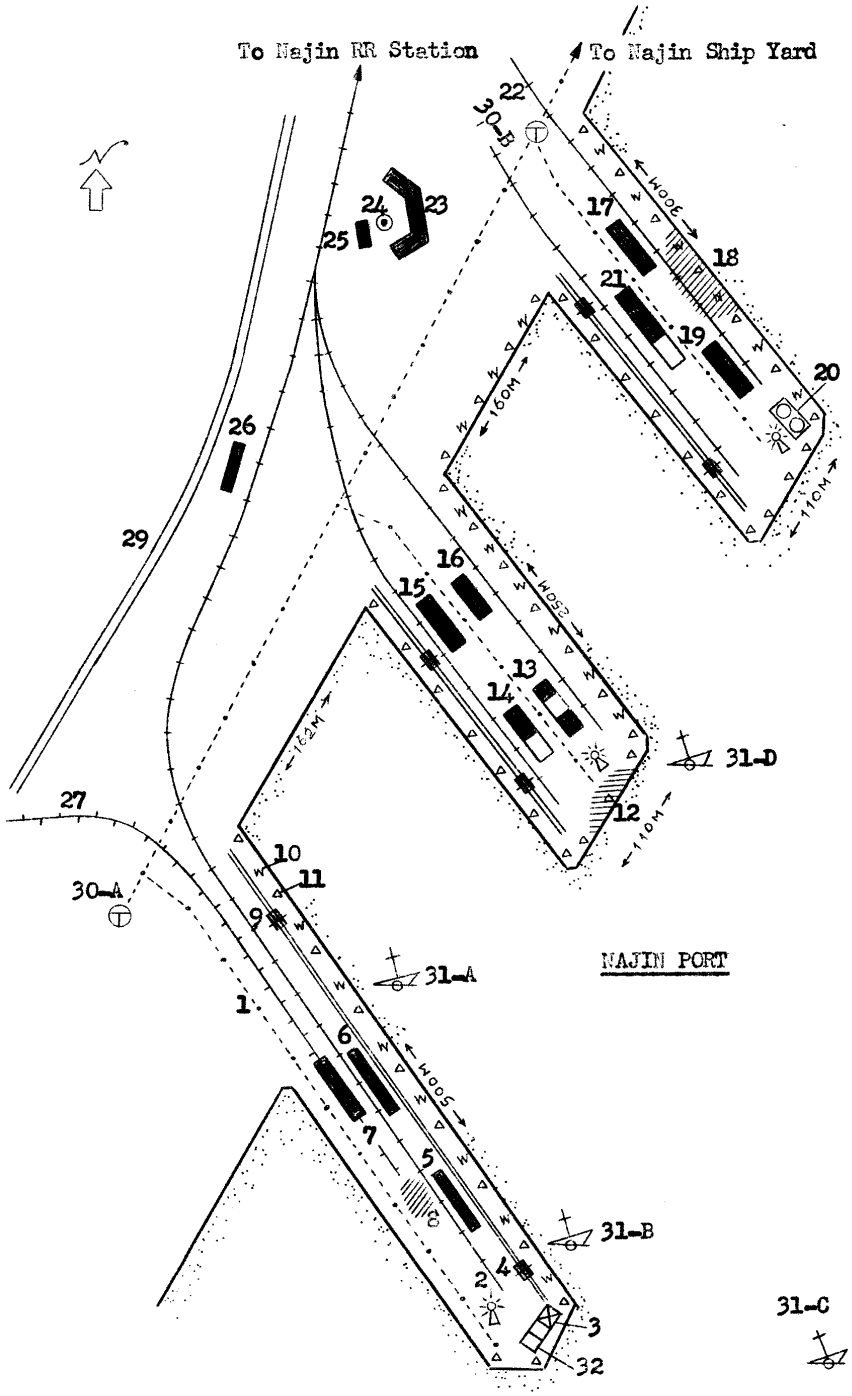
17. Sosura Port:

Vessels of 150-ton class were able to go in and out this port, and they ~~kk~~ were allowed to be moored at the landing stage in the port.

50X1-HUM

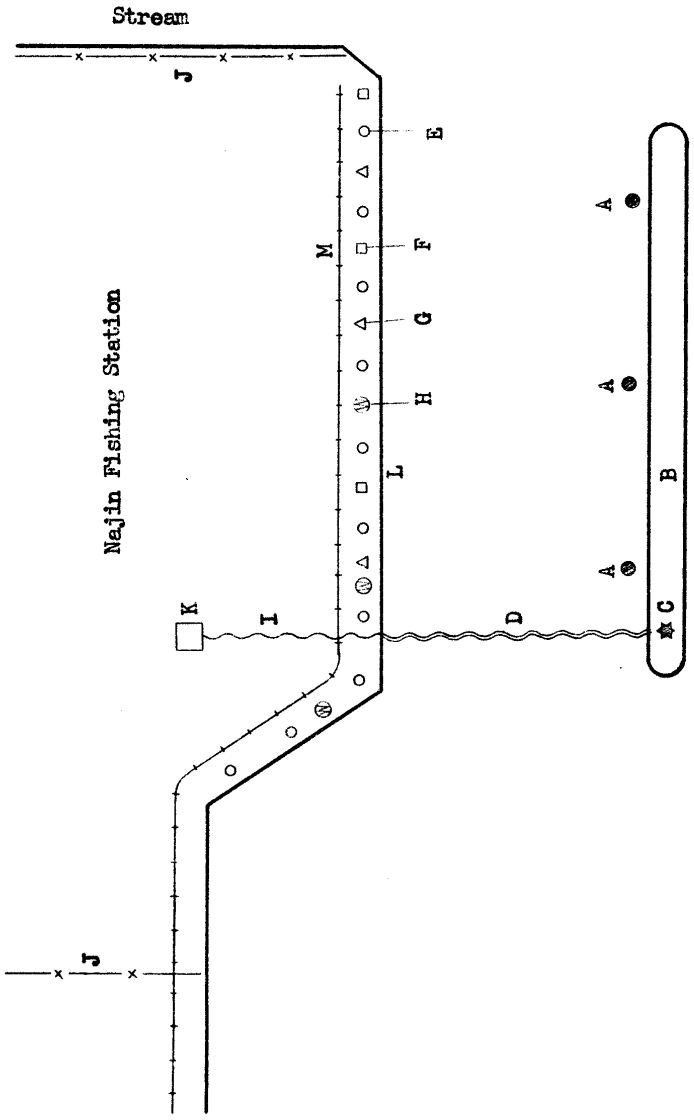


50X1-HUM

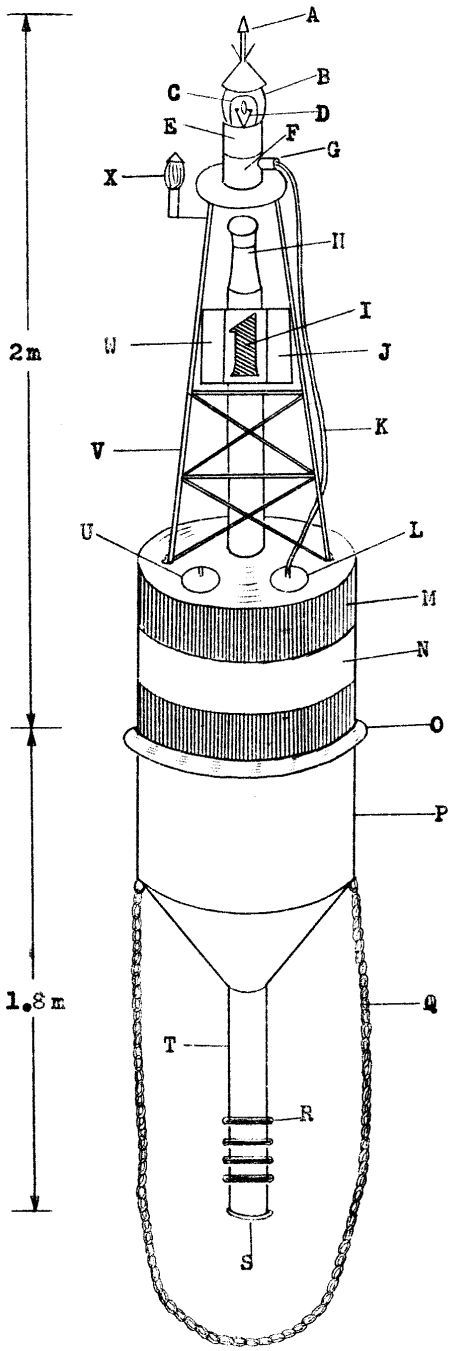


50X1-HUM

Anjuri Fishing Port

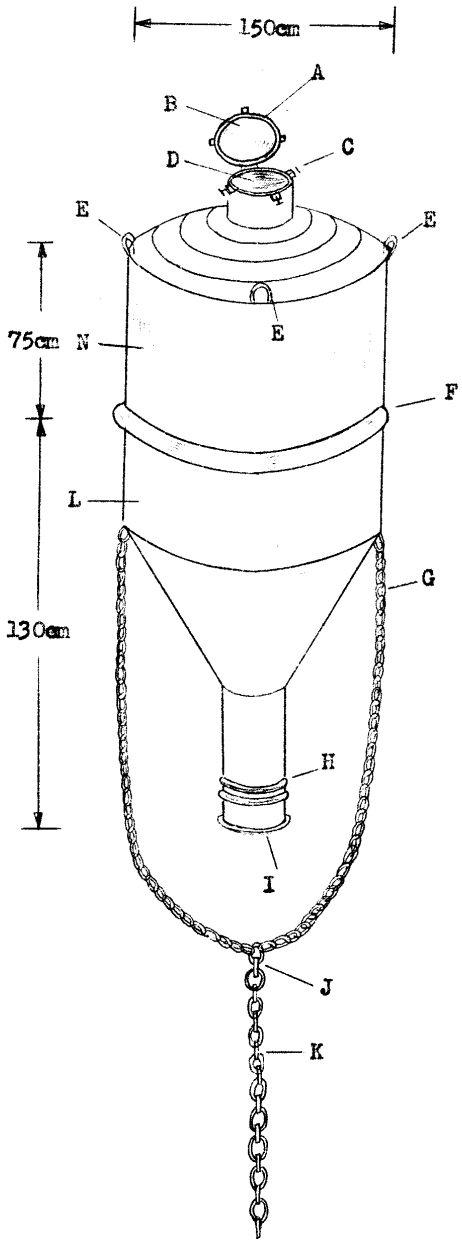


Central Buoy in Najin Port

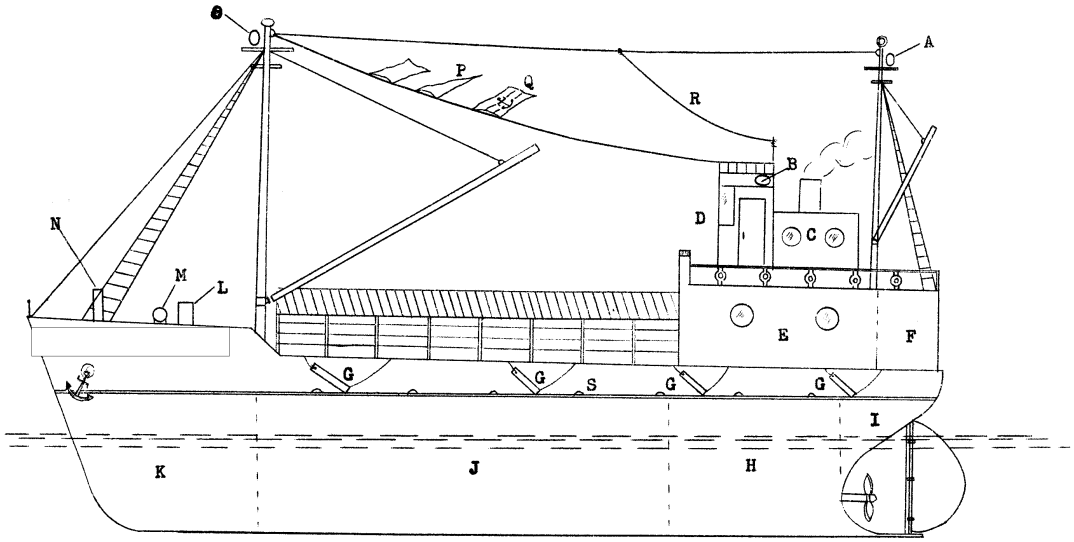


50X1-HUM

Mooring Buoy in Anjuri Fishing Port



150-TON CARGO SHIP



YUJIN PORT